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THRUST A

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THRUST

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THE OFFICIAL EMPLOYEE PUBLICATION OF THE EASTERN REGION, FEDERAL AVIATION AGENCY. HEADQUARTERS: FEDERAL BUILDING, NEW YORK INTERNATIONAL AIRPORT.

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EDITORIAL

FLIGHT ASSISTS -- LET'S GET THE GOOD NEWS OUT!

During the past few months, and at various other times in the hectic, short public life of the Federal Aviation Agency, incidents such as near midair collision, controller error, and traffic conflictions caused by specialist error have been given widespread attention by information media. Many incidents of the type mentioned above have resulted in unfavorable publicity and impressions of the Agency by members of the aviation community and the public at large.

An effective way to combat unfavorable public opinion and critical information media attention is to publicize the Agency's strong points; namely, the promotional aspects of some of the Agency's flight assists, specialist commendations, or other instances where specialist actions have resulted in the preservation of life and/or property.

EA-6 has requested the assistance of the Chief, Air Traffic Division, in obtaining information as rapidly as possible on specialist flight assists, or other similar type information of immediate news value that would result in favorable Agency publicity. All information reported must have good news or feature possibilities, and should be reported as soon as possible during normal business hours, and not later than the morning of the following day if they occur after the close of business.

When in receipt of this information, communicate it immediately to the Chief, Operations Evaluation Branch, as outlined in EA AT 1210.1 (6/5/62).

THE COVER.....

This issue of **'THRUST'** *features a worm's eye view of the New York International Airport Tower known to many as Idlewild. Photo taken by our Staff Photographer 'Tony' Figurella.....*

NEW YORK CENTER POST-OK' CITY GRADUATES.....

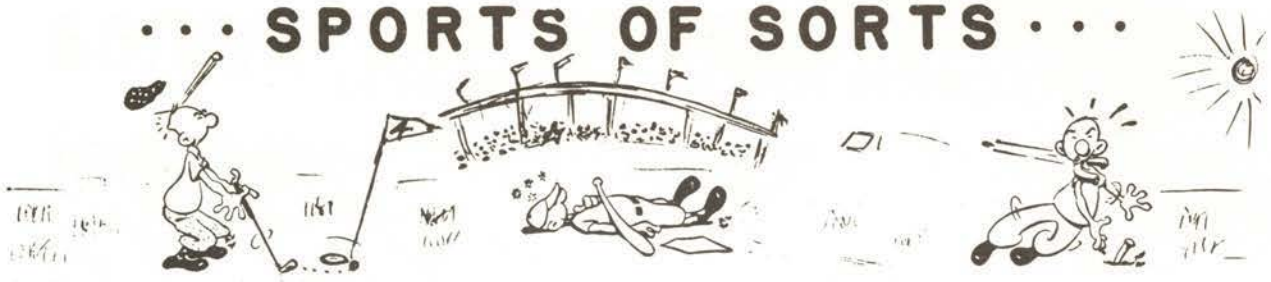
Front, Left to Right: M. Grosso, Instructor, M. Schneider, Teletype Instructor, J. Baumann, F. Monks, S. Narby, J. Palcovic, S. Jones, S. Andrelchik, Asst. Chief Training N.Y. Center. Back, L to R. J. Ginsberg C. Erickson, T. Bertsche, J. Fortney, R. Harris, & C. Antoszewski.

AGENCY CERTIFICATES HIGH SCHOOL

General Aviation Maintenance Inspector, Dan Radice, La Guardia GADO presents a Powerplant Certificate to Principal Frank Woehr (Aviation High School). Certificate enables students to qualify for airframe or powerplant licenses upon graduation. Dan also supervises two other FAA area approved mechanic schools in New York, and served as an instructor at the Academy of Aeronautics during 1941-43. George Kuntz (left) looks on.

Pictured speaking at the Harrisburg Air-Share is Oscar Bakke, Seated left are: Tom Dye, General Operations section, and Jack Behrens, Chief of Operations branch.

...SPORTS OF SORTS...



FAA GOLF TOURNAMENT PHOTOS

TOURNAMENT TOPPER HAL BROWN

New York, N.Y.

Hal Brown of the New York Center poses proudly with the trophy symbolic of champion of the golf tournment at Beth-Page State Park.

Hal won first place over a very tough field. The other foursomes pictured above were from the more recent tournament, top left are Joe Antonette, Jim Johnson, Charlie Callobufo, and Bob Lane, (second left) Joe Nolan, Al Fresenda, last month's hole in one winner, Ken Goulcher, winner of the June Tournament and Jim Abatte, New York Station, this month's hole in one champ. Top right, Bob Gibbons, Lee Reynolds, Milty Mard, second place winner and Jim Ean who placed third. Stan Lowell, Layden, Fisher and Mc Kelvey complete the foursomes

...OVER THE REGION

miss softball

Richmond, Va.

The Richmond, Va. Tower Bowling Team recently completed another successful season -- two years running they have finished in the second slot of an eight team-Airport League. This year they almost copped all the marbles -- but lost to the FIDO representatives in an exciting play-off match. They boast the distinction of winning the prize for "High Team Set" having felled a total of 2630 pins.

Carmen "Scats" Schettino, one of the mainstays of the Tower Team, was the winner of the "High Individual Set" with a score of 655.

The team members included: Vernon, Melton, Archie Fincher, Johnny Bannister, Bill Mawyer, Dick James, "Scats" Schettino and Moe Oxendine.

golfers-beware

The lovelies pictured above are Fran Gumpel and Marilyn Grispin

Washington, D.C.

Charging down the home-stretch with a blazing 15-3 won-loss record, in the last 6 weeks of competition, the Washington Center Keglers came from behind to place second in the Washington, D. C. area FAA Ten-Pin Bowling League.

Washington Center representatives and their kin captured the following awards: John A. Paterson was presented the American Bowling Congress' Most Improved Bowler Award, as well as a league trophy for Second High Series.

High Game Handicap Trophy went to Steve Arata, while Mary Scimeca, wife of controller Fred V. Scimeca, won the Second High Game Scratch Trophy; Freddie himself walked off with the only patch for a triplicate score. Lou Moscatiello, the team's mainstay, was named High Average Man.

Washington Center controllers organized their own handicap golf match this month to open the new golfing season with some added competitive interest. The first outing was held at East Potomac Park, hard by Washington National Airport. Winners in the Low Net scoring were Jim Summers, first place; Joe Geiger, second; tying for third were Pat Sugrue and Stew Dawson. Low total on Par 3's went to Paul Goodridge, while Low Total on Par 5's went to George Ricker. Shooting High Total on Par 3's was George LeBoutillier; Par 5 High Total was chalked up by Ray Shannon. Lowest score on the No. 1 Handicap Hole was that of Bill Obenauer, who came in with a 4.

The Washington Center controllers plan several additional matches at surrounding courses during the summer months.

Ten Commandments For Flying Safety

Thanks to the Air Traffic Controllers of the
2028 Communications Squadron at Schilling AFB

PITY the poor controller, for his troubles are many and the transgressions against him number into the thousands, yea, even unto millions. Therefore, show thy mercy unto him for he is sorely tried. He acteth as guardian angel to poor misguided birdmen, and in return receiveth harsh words, unkind looks and hath all kinds of evil happenings bestowed upon him. His every act is guided by the manual called "ATS", and should he transgress therefrom, even to the extent of, lo, one misapplied portion of phraseology, all hands revile him and make light of the times he has been right.

Therefore, I say unto you, honor the poor controller, and heed well these ten commandments, that thy days may be long in the sky:

1. Turn from thy appointed way hurriedly when instructed by him, lest thou find thy nose making merry with thy fellow birdman's empennage, for the controller seeth things which thou cannot, yea, even in thy wildest dreams.

2. When the controller sayeth unto thee with the voice of urgency, "HOLD," holdest thou with the greatest expediency and without argument lest this be the last time that thou holdest.

3. Should the voice from the air, which is the controller's, clear thee for takeoff, go thou like the wind, for perchance there is a machine of flight on a short base which planneth to use the very surface upon which thou sitteth in a very short while, yea, even unto seconds.

4. Should conditions surrounding thee be that which is called IFR, ask him not for VFR takeoff, for should he allow it he will find himself in sore trouble with the agency known as FAA, and the law of the land adjudeth harsh penalties upon these happenings.

5. Speak to him with a voice of honey. Use him as a brother lest he become excited, loseth his wits and giveth thee a right turn out when a left turn befitteth the occasion, for lo, he loveth a calm and courteous pilot above all things.

6. While in his area, keep the controller informed well in advance of thy every intention, and believeth not that he can read thy mind, for lo, he is only human, even as thee and me.

7. When thou hearest the words from the little black box saying "Unable to approve account traffic," beseech thou him not from thy lofty position to change his decision, for lo, had not the traffic been there, the words would not have been spoken; for he hath the eye of an eagle and his view of the traffic pattern is unrestricted.

8. When thy clearance is of the VFR on top, stay ye from the proximity of thy brothers who are holding, for lo, the poor controller is sorely tried to explain to his IFR charges, the presence of strange birds.

9. Asketh for instructions in a voice that is calm and clear so that the controller will understand thy every word; confuseth him not lest he turn thee on final for 35 while clearing another for takeoff on 17.

10. Watch thou closely for all four-wheeled vehicles, for they are numerous and their actions unpredictable, even as the whirlwind. Treat them with fear and respect while taxiing, lest they charge upon thee with the speed of the lion and the fury of the tornado, for their drivers may be uninstructed in the ways of the birdmen.

NEW YORK AREA MEETING HUGE SUCCESS

The New York Center's Annual Area meeting was convened by the center's chief controller, Leigh V. Reynolds. (pictured left) There were over 70 participants, excluding the New York Center personnel, which numbered 15.

The photo on the right is that of Mr. Howard Eisbrouch, Watch Supervisor of the New York Center. "Howie" spoke on the subject of "Center Operations--Liaison with User Agencies."

On the left we have a 'pix' of John Staut, the center's Oceanic Operations Officer, John, by the use of visual aids, showed the various duties of the Ocean controller. He also reviewed the revised separation standards within the North Atlantic Area.

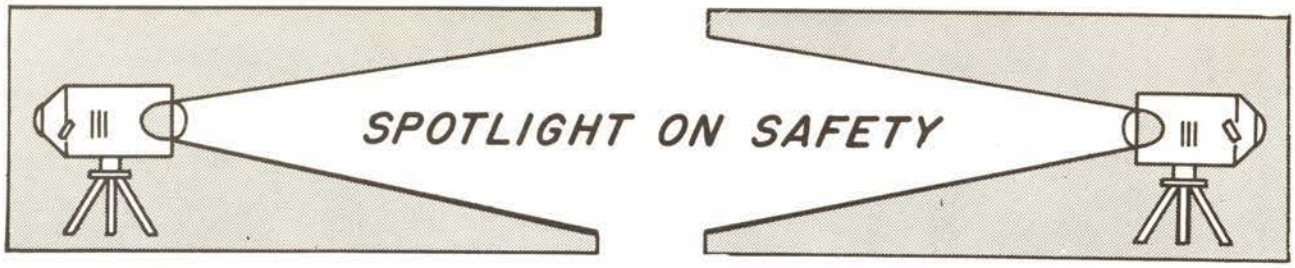
Another topic touched upon was the recent changes in the N.Y. Ocean boundary.

Leo Tedesco, Assistant Chief, Domestic, N.Y. Center was captured by the camera in the act of addressing the meeting while Milton Mard, (coordinator) puts last minute touch-on his presentation "Radar as seen through the eyes of the radar controller".

Major Harlan Wolffe representing the Air Force discussed the problems accompanying low-level SAC combat training. Using slides he covered the various phases of low-level navigation and bombing.

Major Wolffe emphasized the need for low-level training routes.

John Lambaise, Chief Teterboro, FSS (right) compared the role of the FSS and general aviation with the relationship between the air-carrier and company communications. John believes that the pre-flight weather briefing, the notam service and the flight advisory service comprises the bulk of the service offered by flight service stations.



SUMMER SAFETY HINTS

If you're a typical father of lively youngsters, the odds are that sometime before the first snow falls you'll hear cries of:

"Let's go on a hike!"

Or -- "Why can't WE camp out overnight?"

Chances are very good you'll wind up doing one or the other.

Maybe you know all the ins and outs of hiking and camping. If you don't, these hints from the National Safety Council can mean the difference between an unpleasant outing and an accident-free time of fun.

Because hiking and camping are largely unorganized activities, few national accident statistics are available. But reports filtering in from across the nation indicate that two major hazards are poisonous plants, and poisonous reptiles.

Most persons are immune to the effects of the majority of the 60 kinds of U. S. plants that can cause skin irritation. But nearly everyone who touches poison ivy, poison oak or poison sumac is affected somewhat.

Poison ivy is either a low shrub or a climbing or creeping vine. Plant leaves, which may be notched or smooth, are arranged in groups of three on short stalks or unequal length. The leaves are shiny, dark green in summer, brilliant orange or scarlet in fall. In May and June you may notice tiny white flowers clustered at the base of the leaves.

Found in woods or in the open, in dry or moist locations, along fence rows, paths, roadways or in places where birds roost, and in every state except California and Nevada.

Poison oak, similar to poison ivy, is usually a shrub but sometimes a vine. The leaflets (which resemble small oak leaves) occur in groups of three, are deeply lobed and somewhat hairy.

Poison sumac (aliases: Poison ash, poison dogwood, poison elder and thunderwood), a shrub, may be found as a tree 20-30 feet tall. Its leaflets are sharply pointed, smooth and oily. Has smooth, cream-colored "berries" growing in loose clusters along the side of the branch or stem.

Best way to avoid getting ivy poisoning, says the Council, is to stay away from the poisonous plants.

Now as to snakes:

The 20 species of poisonous snakes fall into four major groups: coral snake, rattlesnake, copperhead and water moccasin.

Coral snake, slender with smooth, glossy scales, usually is less than three feet long. Color: wide red bands bordered by narrower bands of yellow or white.

Rattlesnake (21 varieties in the United States alone) varies in length from 15 inches to more than eight feet. One similarity between the varieties: the rattle at the end of the tail, which warns when the snake's been disturbed.

Copperhead, pale brown, pinkish or light reddish brown with a copper-colored head, usually is three to four feet long. Can be spotted by a series of large blotches (usually a rich, chestnut brown) on its sides.

Water moccasin, an aquatic serpent, lives along streams, lakes or in swamps, grows to a length of six feet. Colors: dull brown or olive.

Precautions: Give a snake -- even one you think is harmless -- a way out. Seek immediate medical attention if attacked.

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WHAT WOULD BENJAMIN FRANKLIN SAY
IF HE COULD VIEW OUR WORLD TODAY
ONE OF THE QUESTIONS HE MIGHT POSE
IS WHY WE WEAR INDECENT CLOTHES
WHY BEN, OLD BOY, NOW ITS NOT UNSEEMLY
TO WALK AROUND IN A SCANT BIKINI.
HE'LL WONDER WHAT A SUBWAY'S FOR
AND WHY WE PUT IT 'NEATH THE FLOOR
WHAT'S A JUKE BOX AND AN ATOM BOMB,
SIT BACK AND RELAX BEN, TAKE IT CALM.
WHAT'S THIS THING CALLED NUCLEAR FISSION
AND HOW IS IT DIFFERENT FROM
FLOUNDER FISHIN'
THIS WORLD'S SURE MIXED UP, SAYS BEN,
IN A FRIGHT
SO, I THINK I'LL GO HOME AND FLY MY KITE.

Lucy Schipani

WHEN IS AN ELECTRONIC TECHNICIAN.....

.....NOT AN ELECTRONIC TECHNICIAN.....

When is an Electronic Technician not an Electronic Technician? When a TACAN antenna is defective and replacement is necessary. Such an occurance was photographed and shown placing an antenna on the Kentucky Vortac are: E.J. Latimer, G.W. Bowers and John Franszak of the Louisville, Ky. Sector. The TACAN antenna weighs about 600 pounds and is placed atop a 20-foot cone. A crane with a 60 foot boom is required to replace the antenna. The shut-down of the TACAN for the antenna change operations requires considerable

coordination. First a project date is set, hoping for VFR weather conditions. A trucking firm is hired to deliver the antenna and arrangements are made for the services of a crane and operator. Local Air Traffic Division representatives are advised of the arrangements, and Flight Standards Division is contacted to arrange for flight inspection after the completion of the project. Maintenance schedules are arranged to provide all the necessary manpower.

With the antenna change completed, the steeplejacks returned once more to their Electronic Technician duties to make final adjustments and connections--After flight inspection, the facility was returned to service. Total "off the air " - time, seven hours. A truly amazing performance by extremely able technicians. 'THRUST" sends a vote of thanks to Charlie Clark, Chief, SMDO of Louisville Ky. for the fowarding of the story and pictures.

TRAFFIC

-A REAL OL' TIMER- WILLIAM J. CONRAD

New Jersey-born William (Whitey) J. Conrad, Chief Controller of the Newark Airport Traffic Control Tower and one of the pioneers of aviation, began his career in aviation in 1923 at Hadley Airport as general aide and mechanic to two barnstorming pilots. During this time, he traded off his services for flight instructions and in 1923 he received his pilot's license, which is signed by Orville Wright.

In 1928 Whitey went to work for the City of Newark and opened the country's first commercial airport, handling traffic with a white (GO) and red (NO GO) set of flags. Later, in 1929, he developed the hand-held light gun for the control of aircraft flying at night.

As a city employee, Whitey had charge of the first air traffic control tower when it was opened at Newark Airport in 1934. However, Cleveland beat Newark Tower by six months as the first radio control tower in the country. Whitey is proud that he holds Tower Certificate #4, issued in 1934 when Newark Airport became the second in the nation to have radio communications.

Whitey had a hand in developing a log sheet to keep track of arrivals, departures and radio contacts, a forerunner of our present day Flight Progress Strips. He also trained the first group of military tower personnel (six non-commissioned officers from Langley Field, Va.) and set up the control tower at Lakehurst Naval Air Station to control the landings and departures of the Graf Zepplin and other lighter-than-air traffic.

In 1942 Whitey joined the CAA as Chief Controller at Newark Tower. During the early 40's he was Chief Controller at Roanoke, Richmond, Philadelphia, Harrisburg, Providence and Lynchburg. In 1944 he accepted an overseas assignment to set up approach control throughout North Africa in places such as Casablanca, Cairo, Tunis, Marrakech, Port Layutey and Algiers. Whitey returned to Newark in February 1946 as a Controller, and in 1958 he again became Chief of the Newark Tower.

During his career with the Government, Whitey set up towers in Petersburg, Syracuse, Hartford and Rochester.

One of Whitey's prize possessions is a $3.00 check he has never cashed. He received it from Amelia Earhart for packing her parachute. His favorite recollection is the favor Charles A. Lindbergh asked of him in those grief-filled days between the kidnapping of his son and the finding of his body. The Colonel had two Lockheeds, a Vega and an Orion, at Newark Airport and he asked Whitey to keep them reasonably warmed up so that he and his associates could take off on a moment's notice when the need arose. Colonel Lindbergh made use of the planes more than once, but in vain.

Whitey presently resides in Manasquan, New Jersey with his wife Catherine. His hobbies include fishing, stereo tape recording, and golf.

J. A. TOOMEY TAKES A TRIP

J. A. Toomey of the Airspace Utilization Branch was a member of an FAA Washington team fortunate enough to visit the Canadian Department of Transport Headquarters, Ottawa, Canada, in May. The team discussed airway alignments in the vicinity of Aylmer, Canada and Control/Flight Advisory Area Boundaries between the Cleveland, Detroit and Toronto Centers. Mr. C. P. Burton, Washington, headed the team.

WASHINGTON, D. C. ...

Lloyd Anderson, Washington Center assistant controller for the "second time around" (Andy spent several years with Civil Defense before returning to the FAA to regain his controller rating), took a few days' leave last month to attend a reunion of his high school class in Derry, New Hampshire. Another "grad" expected for this event was Astronaut Alan Sheppard, one of "Andy's" classmates in the Class of 1940. Andy recalls that even in those days, the lad destined to be this country's first man in space was well-versed in all mathematics subjects, and popular with his fellow students.

ELKINS FSS

Pictured below is Maurice J. Genthon (left) receiving a citation and a cash award from facility chief Clyde E. Brown for a special act of service.

Genthon, a flight service specialist at the Elkins FSS, recently performed an assist for an inbound Navion pilot who was unable to lower the wheels. With the help of Genthon's suggestions, the pilot lowered and locked the wheels and landed safely with his wife, sister and small children aboard.

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BALTIMORE TOWER CHIEF HONORED

Frank Kane, Chief of the Baltimore Tower was guest of honor at a luncheon tended in his behalf by the Aviation Community of Baltimore, Maryland.

Friend and "theoretical foe" alike joined in singing Frank's praises. Included among the many notables present were John Cotton, Baltimore Manager of Eastern Airlines, Charles P. Crane, Chairman of the Baltimore Aviation Board, and John O. Colonna, Director of the Baltimore Department of Aviation.

The occasion was prompted by Frank having recently completing 20 years of Federal Aviation service. Frank had been chief of the Baltimore Tower since its inception.

RAPCON RECORDS FIRST ½ MILLION OPERATIONS

On May 8, 1962, the Dayton RAPCON recorded the 500,000 instrument operation since the RAPCON was commissioned in September, 1957. At that time, the Federal Aviation Agency (then C.A.A.) took over the Patterson Approach Control. The combined facility also controls the instrument traffic at Wright Field, Clinton County AFB, Springfield Municipal and Montgomery County Airports, in addition to several small outlying airports.

Figures recently released for calendar year 1961 indicate that the Dayton RAPCON's 110,655 instrument operations entitles the facility to 12th place in national ranking of busy terminal locations. The report shows that Idlewild, Washington National, and Chicago (O'Hare) lead the parade and that Dayton RAPCON is followed by Detroit. San Francisco, Cleveland, Boston, and La Guardia in that order.

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A recent visit of Veteran Air Traffic Controller W. Best of the Augusta FSS resulted in the award of a 35 year pin by S.W. Bobskill, Special Assistant Community Relations.

Left to Right: W.J. Rowe, S.W. Bobskill
Bill Best, Chief Augusta FSS, Mark Hammond

NURSE ARRIVES

Recently Mrs. Elinor H. Walsh R.N. joined the Eastern Region's Aviation Medical Division as its Employee Health Nurse. Mrs. Walsh has had 12 years of experience in occupational medicine and environmental health counseling. She is a graduate of St. John's Queens Hospital. She remained on the St. John's staff for a time to take postgraduate work in emergency treatment and in outpatient department treatment. She is a member of her alumna and is also an active member of the graduate nurse study group of Levittown. A native of Summit, New Jersey, Mrs. Walsh made New York her home and for the past seven years has resided in Merrice, L.I. with her family. Mrs. Walsh's arrival means that employee and environmental health activities, which had been temporarily curtailed, may be resumed.

In the field of employee health, Mrs. Walsh's duties will include seeing patients on a day-to-day basis for illness or injuries occurring at work; employee health counseling, including giving medical counsel and guidance in problems which may not necessarily involve acute illness or injury. distribution of timely medical pointers or literature to all the employees of the Eastern Region. Mrs. Walsh is also responsible for planning and administering preventative medicine inoculation programs, both in the Regional Office and throughout the Eastern Region. These programs include, for instance, polio inoculation and flu inoculation. The nurse is also responsible for monitoring the Region closely for any unusual occurrences. For example, the Region has recently had a case of infectious hepatitis in a facility. Before the end of the working day, the Avn. Medical Division had arranged through the use of one of its local Aviation Medical Examiners to have the personnel who were exposed inoculated with gamma globulin to protect them against infectious hepatitis. Simarlarly, an employee in another facility had an active case of tuberculosis. The employees exposed to this case were adequately screened and given chest x-rays. The chest x-rays were reviewed in the Regional office. In similar type of occurrences Mrs. Walsh would be responsible for follow-up on this facility with repeat screening and chest x-rays at a later date. Any unusual health hazards related to environmental factors will also be monitored by Mrs. Walsh, who will work closely with the Regional Occupational Safety Officer. Recent examples of such activity include two instances of suspected radiation sickness in facilities using high energy radar equipment. Upon complete evaluation, it was actually found that there had not been excessive radiation; there was no radiation sickness, and that operating procedures and safeguards were adequate.

The field of employee and environmental health is very new to the Agency and to the Aviation Medical Service. Problems such as hearing conversation and employees exposed to high energy noise in their work, toxicological hazards in employees' handling of unusual chemicals and solvents would be examples of other areas in which Mrs. Walsh would be working.

Welcome aboard Mrs. Walsh.

DOCTOR DEPARTS

Farewell Flight Surgeon 'Bill' Albers

Sometime around the middle of July, Doc Albers will leave the folds of Eastern Region for a new assignment (promotion, too) as Chief of the Aeromedical Standards Division of the Aviation Medical Service located at Oklahoma City. Bill's new assignment will place him in charge of one of the four divisions in the Aviation Medical Service, with a staff approximately ten times his present staff at Headquarters, Eastern Region. Bill and his family expect to reside at Norman, Oklahoma where it is rumored, he'll quickly forget the commutin' problems between New Jersey and Headquarters. Bill takes with him an enviable reputation as a hard working, "flying" flight surgeon, with a penchant for setting up medical seminars in the northeast, and literally accomplishing the impossible. Good luck, Bill.

Dr. Alber's replacement, temporarily, will be Dr. Albert Cierbies, Assistant Chief of FAA's Medical Certification Division. In August, Dr. Cierbies will be replaced by Dr. Willis Anderson, who will be Senior Regional Flight Surgeon, and by Dr. Lawrence Marinelli, who will be Associate Regional Flight Surgeon.

SAM WHITEHEAD WINS A "FIRST"

Samuel A. Whitehead, Chief of the Manufacturing Branch, Eastern Region, has received the Alumni Meritorious Award from the Casey Jones/Academy of Aeronautics Alumni Association.

Mr. Whitehead received the award in ceremonies held during the 1962 Reunion at the Academy. The award was the first in the 30 year history of the school.

It was presented on the basis of Mr. Whitehead's "distinguished service to aviation as a technician, educator, and administrator." Sam is a past President of the Alumni Association and is presently serving as a member of the Board of Trustees.

An important consideration in Sam's selection was his community service as a Boy Scout and Air Scout Leader, and his contributions to the schools and churches.

His son, Raymond, is following in his dad's footsteps as an Academy of Aeronautics graduate and FAA employee. He is presently stationed in the Allentown area.

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Maintenance Branch, Utica, ACDO

A Regional Carrier Airlines Maintenance and Engineering Symposium was held on May 22-24 in Rome, New York. Conference attendees included the following airlines - with Mohawk acting as host:

Allegheny Airlines	Southern Airlines
Central Airlines	Hawaiian Airlines
Ozark Airlines	Lake Central Airlines
Frontier Airlines	North Central Airlines
Piedmont Airlines	Trans-Texas Airways

The Aircraft Management Branch Procedures personnel recently sponsored a meeting with the Washington, D. C. Air Traffic Area Supervisor and U. S. Navy coordinator at the Richmond, Virginia FIDO headquarters. This meeting was attended by Flight Standards Region Procedures personnel from the Eastern and Central Regions. The Southern Region was invited but due to other commitments was unable to send a representative. The subjects discussed were high-speed low altitude training routes (Sand Blower) used by both the U.S. Navy and U.S. Marines. It afforded the Eastern Region Procedures personnel the opportunity to not only demonstrate their hospitality together with their capability for conducting such a meeting but also to exchange solutions to related problems as well as other problems. The Kansas City representative piloted an Air Force reserve B-57 to the meeting with Eastern Region Flight Standards representatives flying in rental aircraft for the most part. Lcdr. Frank Abel stated at the end of this meeting that it was one of the most profitable meetings of this type he has attended. Mr. H. Pierce of the ATC, Washington, D. C. represented Air Traffic Service at this meeting.

Attending the conference were the following personnel:

* Mr. Harvey Pierce, FAA, ATAS, Washington, D. C.; Lcdr. Frank Abel, USN, East Coast Navy and Marine Low Level Navigation Coordinator;
**Mr. Melvin Hollinger, FAA, FIDO Procedures, Battle Creek, Michigan;
**Mr. William Mirabito, FAA, FIDO Procedures, New York, N. Y.;
**Mr. Louis Peterson, FAA, FIDO Procedures, Columbus, Ohio;
**Mr. Harry Helfrich, FAA, Airspace and Procedures Section, EA-225;

R. O. Notes

CONGRATS' TO A FRIENDLY VISITOR

Ted Ubel, extends his congratulations to Girma Zeleke, the Transmitting and Tower Supervisor of the Civil Aviation Department, Addis Ababa, Ethiopia. Mr Zeleke recently completed his training at the Aeronautical Training Center in Oklahoma City and had just completed an FAA Instructor Training Course, administered by the Chief of the Eastern Region's Training Branch, Mr. H. Kaplan, and staff.

ATTENTION, NEW JERSEY COMMUTERS!

A representative of Public Service Coordinated Transport of New Jersey has advised us that his company is applying for franchises for two express bus routes to Idlewild Airport, one from Newark Airport via Lincoln Tunnel the other from Northern New Jersey via the George Washington Bridge.

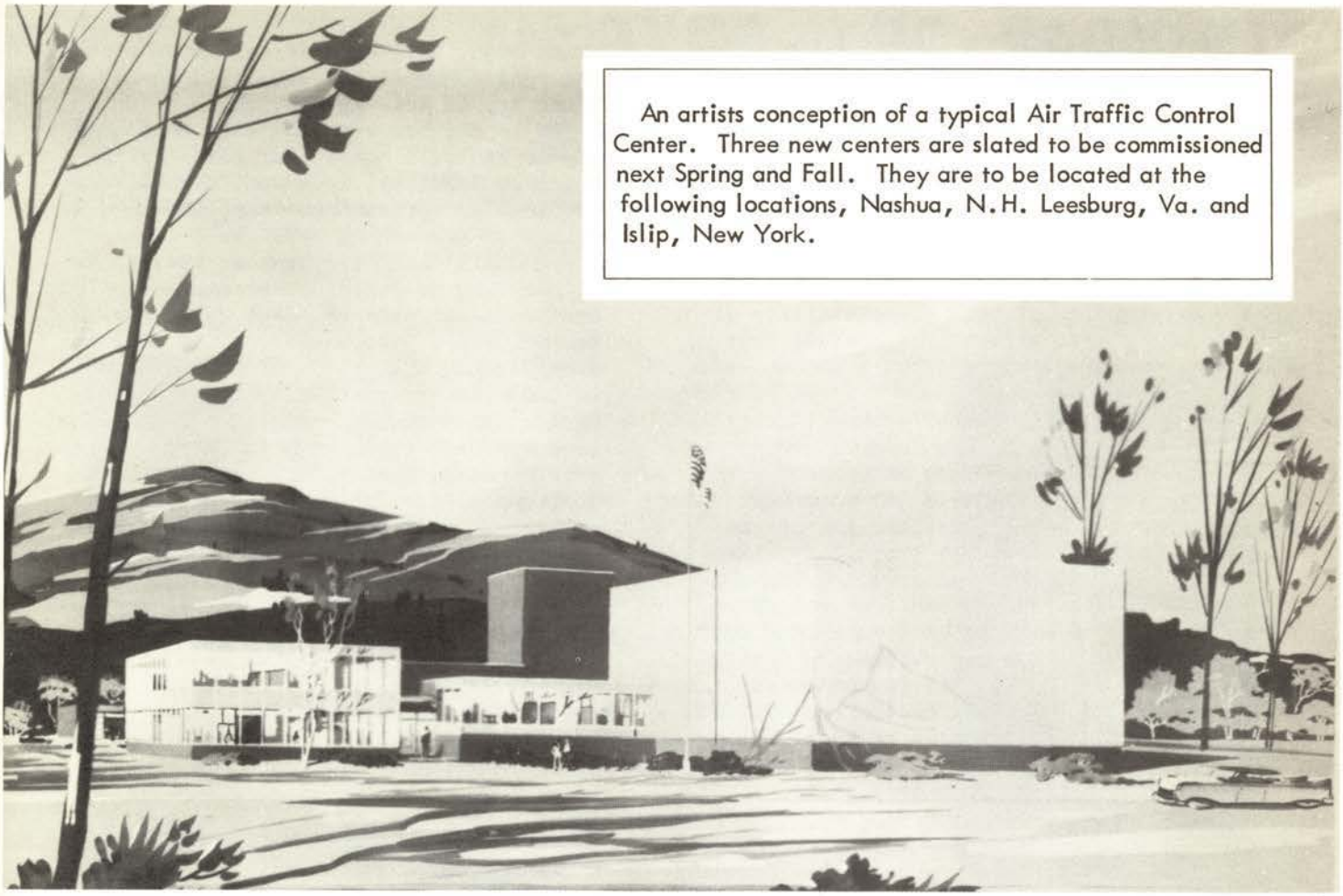
Hearings will be held before the Interstate Commerce Commission within the next three or four months concerning these franchises Any employees desirous of attending these hearings or of obtaining further information concerning the bus routes are requested to drop a letter or postcard directly to Mr. Michael Choppy, Air Traffic Engineer, Public Service Coordinated Transport, 180 Boyden Avenue, Maplewood, New Jersey.

VIEWING THE 'MAJOR'S' HOMELAND

Wayne Hendershot, Deputy Assistant Administrator, and Major Carlos Bandeira, Brazilian AF, Chief, ATC Service, view the Major's home as presented by a U.S. Air Force global chart.

The Major has been with the FAA for an eight-week period on an ICAO Fellowship for familiarization with organization and administration of air traffic control in FAA field facilities and at regional headquarters. Prior to his New York assignment he received familiarization training at the Boston Tower and Cleveland Center. The plan is for the Major to visit the New York Center, the N.Y. FSS and the towers at Newark, N.J. and Idlewild.

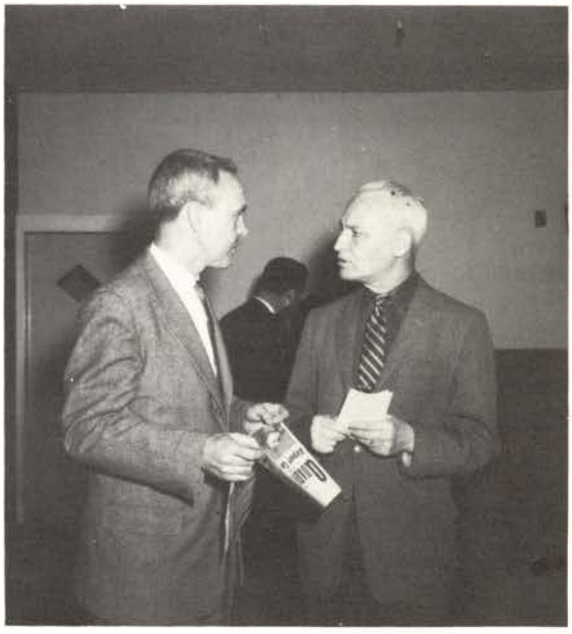
Major Bandeira will complete his assignment in this area with a three-day visit to NAFEC in Atlantic City, New Jersey. Major Bandeira will travel to Europe for 2 months before returning to Brazil.



An artists conception of a typical Air Traffic Control Center. Three new centers are slated to be commissioned next Spring and Fall. They are to be located at the following locations, Nashua, N.H. Leesburg, Va. and Islip, New York.

CEDERLUND NEW CHIEF BUSINESS OPERATIONS REPLACES TOM DYE

Walter C. Cederlund was recently appointed Chief of the Business Operations Section in the Operations Branch, replacing Tom Dye who is now the Chief, General Operations Section. A native of New Jersey, Walt attended Bergen College and Pratt Institute. With the advent of World War II, he accepted a commission as a pilot in the USAF and earned a Command Pilot rating. His FAA career was interrupted during the Korean conflict. Walt served as a CAA/FAA field inspector in the Cleveland, Minneapolis, and St. Louis offices. He recently completed a tour in Washington as an Operations Specialist in the Accident Branch.



Oscar Bakke, shown discussing aviation news With Russ Brinkley, Editor of Quadrant . . . During the Harrisburg Air-Share meeting.

EMPLOYEE CONDUCT

It is an established policy of the Federal Aviation Agency that from time to time the obligations of its employees be restated and re-emphasized. The purpose of this policy is to remind us that we are expected to maintain certain standards of conduct and must be careful that through carelessness or lack of understanding of this responsibility we do not commit breaches of conduct that that would reflect discredit on ourselves or on the Agency.

All of us expect the Agency to fulfill its obligations to us; such as, to pay us in full for the work we do, and to provide us with reasonable job security. Conversely, we must realize that we owe certain obligations to the Agency. We are obliged to provide a full day's work for a full day's pay and give to our job performance our most earnest effort and best thought. We are obliged to comply with all of the established policies, rules and regulations of the Agency, and, in addition, to maintain personal standards of conduct, both on and off the job, that will reflect favorably on us as individuals, and on the FAA.

It is the prescribed policy of the FAA as stated in Agency Order 51 (Rev.) of July 3, 1961 that "the highest possible standards of integrity and ethics in official conduct are to be promoted and maintained by all employees and representatives of the FAA." This policy must be our guide in all of our contacts with other employees of the Agency, with the aviation industry, and, with the general public. It is not possible, in this limited space, to list all of the "do's" and "don't's" for employees of the FAA; but, the various Orders and Notices that have been issued and circulated are always available for use as a guide for our actions.

There are, however, certain specific areas of employee conduct that we are required to re-emphasize periodically. It is expected that, as employees of FAA, we will engage in no outside employment, or other activity, that is not compatible with the full and proper performance of the responsibilities of our positions, and that we will never accept for ourselves or our families, any favors, monetary or otherwise, or any benefits which under any circumstances might be construed, by reasonable persons, as influencing performance of our duties, or which might have an adverse effect upon the confidence of the public in the integrity of this Agency.

It is further expected that employees of the FAA will not accept compensation for consultations, lectures, discussions, writings or appearances where the subject matter is devoted substantially to the responsibilities, programs or operations of the FAA, or which draws substantially upon official data or ideas which have not become public information. This does not prohibit the acceptance of reimbursement, to the extent permitted by law and regulation, for actual travel and subsistence expenses not otherwise covered by government payment; however, it does not prohibit acceptance of reimbursement or payment for entertainment, gifts, excessive personal living expenses, or other personal benefits.

This does not exclude employee participation in the affairs of any charitable, religious, non-profit educational, public service, or civic organization; nor in the activity of any national or state political parties that are not prohibited by law. Nor does it exclude the acceptance of awards for meritorious public contributions which are being given by public service or civic organizations.

As employees of the FAA, we are responsible for complying with the Agency Policy on Official Conduct which is quoted above, and supervisory employees are additionally responsible for maintaining this Policy. In addition, you are reminded that all violations of this Policy are to be promptly brought to the attention of the Compliance and Inspection Officer for the Eastern Region, Deputy Assistant Administrator, Wayne Hendershot.

We presently enjoy a favorable reputation with both the aviation industry and the general public, and all of our efforts should be directed towards enhancing this reputation and avoiding any acts or activities which might lessen it.

RECEIVES MASTER'S DEGREE

Jerry Curtin, Airport Planning Branch, has just received his Master's Degree in Civil Engineering from New York University.

ATM CHIEF CONFERENCE BIGGEST EVER

ATD FACILITY CHIEF'S CONFERENCE

The 1962 ATD Facility Chief's Conference was held at The Benjamin Franklin Hotel, Philadelphia, Pa., May 15-17, 1962.

A Highlight of this year's Conference was an address by Mr. Oscar Bakke, Assistant Administrator, Eastern Region, delivered on Thursday, May 17. Mr. Bakke assured the assemblage that both he and the Administrator, Mr. Halaby, had a strong personal interest in all air traffic control problems and that every effort would be made toward resolving problems in this area. At the conclusion of his address, Mr. Bakke met and spoke with many of the Chiefs.

Mr. Regan, Air Traffic Division Chief, indicates that this year's conference was a complete success. In addition to Washington and Eastern Region representation, eight user groups and twelve industry representatives attended.

Oscar Bakke Assistant Administrator of Eastern Region takes time out of a busy schedule to Address the ATD Facility Chiefs' Conference Pictured on Mr. Bakkes' left is Joe Ritz.

Pictured , Left to Right, Eastern Region's Chief Air Traffic Division, Joseph Regan, Wayne Hendershot, Deputy Assistant Administrator, & Chief Operations Branch, George Freitag.

DICK SCULLY LEAVES FOR WASHINGTON ASSIGNMENT

Dick Skully, Supervisory Inspector of the Idlewild District Office, and an FAA veteran of 15 year's service, is scheduled to leave for a new assignment in Washington as an Appraisal Staff Officer for newly-appointed Gordon Bain. Dick's new job (a promotion) will see him conducting appraisals of various Agency programs.

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A flurry of wedding bells at Washington Center recently marked the departure of Betty Utterback and Geraldine Lehosky from the Facility Office -- Betty to become the bride of Coordinator Carlos Bean, and "Jerry" to take her marriage vows with Controller Don Musser. Other May-June nuptials ended the long-time bachelor status of a trio of Washington Center "holdouts," namely, Crew Supervisor George Harris, and controllers Larry Dellinger and John J. Kelley. Congratulations to all!

YOUR TELEPHONE MANNERS ARE SHOWING

Using the telephone is like opening the door to your office. The impression you make influences the caller and his opinion of the organization you represent--either for good or bad. His telephone conversation with you may be his first or only contact with FAA. Be sure it is favorable. This applies not only to the secretary who answers the phone, but to the boss who is making or taking the call.

Here are a couple of tips for bosses:

You are not going to win friends and influence people favorably if you make a practice of having your secretary place a call, get the other party on the line, then have that party wait while your secretary gets you on the line. Remember the called person's time may be as valuable as yours. Don't put him in the inferior and irritating position of waiting while you, the big executive, make up your mind to speak with him. You placed the call; be ready to talk when he is.

Also, don't instruct your secretary to demand, 'Who's calling'. He may have violated telephone etiquette by not identifying himself, but don't compound the breach by that abrupt query. It is like asking a person to show his credentials before admitting him to your office.

To bosses, secretaries, and other office workers:

Identify yourself and your organization.

Answer the telephone promptly.

Your voice reflects your personality and that of the Agency.

Make it courteous and friendly.

Ask questions in a pleasant manner. If it is necessary to find out the identity of the caller, say, 'May I ask who is calling, please?'

Arrange to have someone else answer your telephone while you are away from your desk.

Don't keep people waiting long while you search for information. Offer to call back.

Keep office noise to a minimum when a call--particularly a long distance call---is being made.

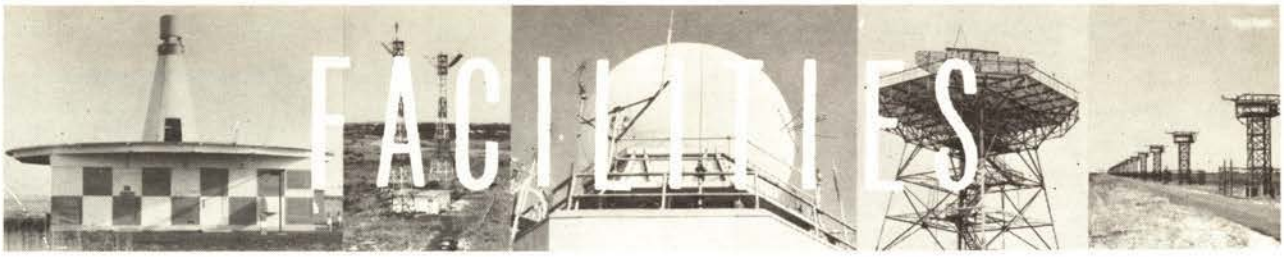
Be sure when referring a call to another office. Callers do not like to be transferred from office to office until by a process of elimination, they reach the right one.

Your telephone technique goes far toward forming the picture the public has of the Federal Aviation Agency be sure that picture is favorable.

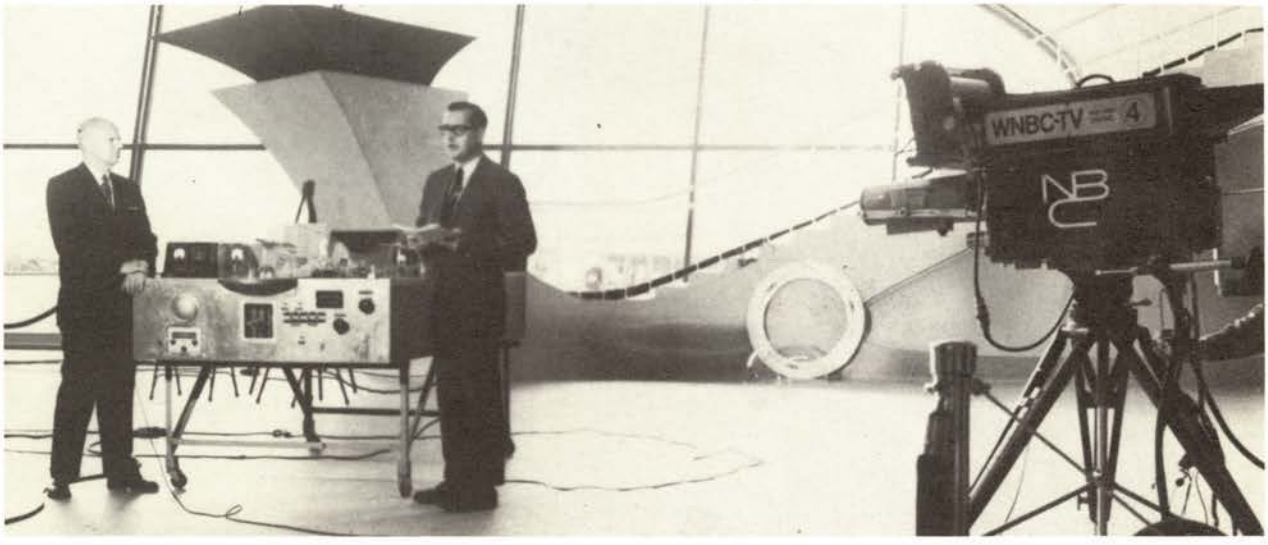
RON ZIETLER WINS 'SWEEPS'.....

Pictured above flashing some of his newly aquired 'loot' derived from having a ticket on the number three horse in the recent Irish sweepstakes is Ron Zeitler. The two lovelies are Mary Leiser, left and Lucy Schipani.

Ron plans on setting up a scholarship fund for his children. And also plans, when he is able to get annual leave from the New York Center, (where he is a Radar Controller) to take his wife on a trip to Switzerland.



FAA APPEARS ON 'TODAY'.....



Richard P. Battle, Assistant Chief, Aviation Facilities Division, appeared on NBC's "Today Show" on May 28. The Airport Terminal Aids Display covering the FAA Instrument Landing System and center and tower radar equipment, together with aircraft navigational instruments was demonstrated by Mr. Battle during this program.

AVIATION FACILITIES DIVISION CHIEF SELECTED TO ATTEND ENGINEERING COURSE AT UCLA.....

R. M. Brown, Chief of the Aviation Facilities Division, has been selected to attend a course in "Modern Engineering for Engineering Executives" to be held at the University of California, Los Angeles, from June 17 through July 27, 1962. The course is designed to provide insight into new engineering principles and their application to engineering management. It will be presented as a six-week full-time program for approximately 40 participants. The curriculum goes into systems concepts including mathematical and physical basic theory and a broad approach to executive engineering ranging from human factors through the principles of decision theory, mensuration and instrumentation, control system inventory, computers, etc. Concepts and disciplines which should be acquired from this course are expected to be applied to improvement of the Eastern Region's system development and management.

NEW AIRCRAFT IN REGION

Capitol Airways, Inc. has obtained seven (7) Argosy A.W. 650 aircraft from Whitworth Gloster Aircraft Ltd., Coventry, England.

The aircraft will be operated by Capitol Airways beginning July 1, 1962. Since this aircraft is new to the Eastern Region, a brief description may be of interest.

It is, essentially, of high wing construction with the empennage supported on twin booms. This allows for the installation of a large door on each end of the fuselage, thus permitting front and rear loading.

Power is supplied by four Rolls-Royce Dart Model 526 engines driging Rotol propellers. Wing span is 115 feet and maximum height is 28 feet. Although normally used as a cargo aircraft, it can be equipped for passengers and will accommodate a total of 85.

HALABY SCHEDULES GIANT 'FLY-INN' AT CINCINNATI

FAA Administrator Najeeb Halaby has scheduled another "Fly-In" for the Eastern Region -- this one to take place at Lunken Airport, Cincinnati, on Saturday, July 14.

Scheduled to start with a barbecue from 11:30 am to 1:00 pm at the Procter and Gamble Hangar, No. 4, the hangar fly-in promises to be one of the largest held in the Eastern Region, with the Flying Physicians, the Ninety-Niners, the Aerospace Education Workshops, the Flying Farmers, and all flying clubs in the Ohio area alerted. A conservative "guesstimate" is that upwards of 700 pilots will attend. Registration starts at 10:00 am on the morning of July 14. The Eastern Region, which has jurisdiction over the Ohio area, will be represented by Mr. Oscar Bakke; Mr. C. Walk, Flight Standards; Mr. R. P. Battle, Aviation Facilities; Dr. W. R. Albers, Aviation Medical; Mr. M. White, Legal; and Mr. J. J. Regan, Air Traffic.

General aviation pilots planning to attend the fly-in have already indicated that agenda items will include: the vanishing general aviation airport; airspace problems; utilization of air traffic control facilities; certification; training; aviation medicine; enforcement rulemaking; and medical examinations.

While the atmosphere of the fly-in is strictly informal, Administrator Halaby will explain FAA programs and policies and will listen to, and comment upon, questions from the audience. According to Mr. Halaby, "The national aviation system we envision requires dedication, proficient and responsible pilots, as well as responsive service from the FAA. I want to exchange ideas with general aviation pilots at these meetings to make sure FAA policies are clearly understood and are fulfilling general aviation needs."

Local hotel and motel facilities have been alerted and accommodations will be available to those desiring to spend the weekend, through the Airman's Club located at Lunken Airport.

Adequate facilities for parking of all automobiles and airplanes are available at Lunken Airport. Lunken Tower frequency is 118.7 mc or 227 kc; Ground Control is 121.9 mc.

EASTERN REGION RECEIVES RED CROSS PLAQUE

Mr. Oscar Bakke, Assistant Administrator, Eastern Region, receives Red Cross Award from Mr. John Hopkins, Executive Director, Queens Chapter, in ceremonies conducted recently at Headquarters. Under the chairmanship of Mr. Robert Brown, Chief, Facilities Division, FAA nearly doubled last year's contributions. Above, left to right: Mr. S. W. Bobskill, Special Assistant for Community Relations; Mr. Brown; Mr. Bakke; Mr. Hopkins; Mr. Ned R. Arnold

NANTUCKET STATION AND TOWER HOLDS "OPEN HOUSE"

Lester E. Bachman, Chief, Nantucket Station and Tower, responding to the wishes of the Nantucket Airport Commission, held "open hours" for the community on June 24th, by providing lecture and guide services. In a letter to the Tower Chief, the Commission stated "We are proud of the FAA facilities here on the island, and the services they perform. Most of our people are familiar with the working conditions you had in the old building. Now we would like to show our taxpayers the Tower operation and the improved public service that relocation in the ATCT has created." Good work, Les.

ERRATA SHEET
MAY-JUNE 1962 ISSUE OF THRUST

To be distribued with each issue of THRUST.

Page 16, Employee Conduct, 2nd paragraph, right column, should read:

It is further expected that employees of the FAA will not accept compensation for consultations, lectures, discussions, writings or appearances where the subject matter is devoted substantially to the responsibilities, programs or operations of the FAA, or which draws substantially upon official data or ideas which have not become public information. This does not prohibit the acceptance of reimbursement, to the extent permitted by law and regulation, for actual travel and subsistence expenses not otherwise covered by government payment; however, it does prohibit acceptance of reimbursement or payment for entertainment, gifts, excessive personal living expenses, or other personal benefits.